

**Market Survey
Request for Information**

**Maintenance Support Power by the Hour for
FAA-owned GE CF-34-3A1, CF-34-3B and
Rolls Royce TAY-6-11-8
And Time and materials on
Hawker BAe 125 TFE 732-5R-1H Engines**

General Information:

The Federal Aviation Administration (FAA), Aviation System Standards (AVN) is conducting a Market Survey looking for possible sources/vendors that can provide aircraft engine maintenance support of FAA-owned GE CF-34-3A1, CF-34-3B and Rolls Royce TAY-6-11-8, and on a time and materials basis on Hawker BAe 125 TFE 732-5R-1H Engines aircraft (NOTE-at this time it is planned that the Hawker BAe 125 aircraft will not be in service for the FAA Flight Inspection Fleet- but in case this does not happen as planned-we need to include coverage). Any contract awarded as a result of the market survey will be on a Power by the Hour basis for maintenance of FAA or customer engines. At this time the requirement is estimated to be for a base year with 3 or 4 one-year options to extend the term of the contract. The engine type is the Pratt Whitney PT6A-60A engine flown on the FAA's Flight Inspection Be-300 aircraft. This support includes responsibility for providing an engine Maintenance/Overhaul program for 16 engines identified in Appendix A to Statement of Work -Engine Status Report. The required engine Maintenance program must provide engine Maintenance/Overhaul coverage for the cost of engine maintenance to maintain an airworthy engine that includes but is not limited to the following:

1. Repairs due to engine component failure
2. Hot section inspections
3. Overhauls
4. Inspections designated as required by GE, Rolls Royce and BAe.
5. Parts repair/replacement that includes engine Line Replaceable Units (LRU), Life Limited Parts (LLP), and consumable parts
6. Airworthiness Directives (AD) applicable to the engine(s)
7. Service Bulletins of category 1 through 6 when defined as required
8. Labor necessary to perform engine troubleshooting and maintenance
9. Freight cost for shipping engines and engine components
10. Test cell cost when required
11. Representatives for technical support to troubleshoot engines problems, to arrange maintenance activities, and to coordinate replacement of engine parts
12. Mobile Repair Team (MRT) for AOG aircraft when the aircraft cannot fly from a location, which there are no qualified and licensed personnel to perform maintenance.

Costs for field level routine or periodic maintenance and inspections as specified in the Periodic Inspection table of the engine maintenance manual and any parts, fluids, engine washing, desalination, or removal of foreign chemical particles associated with this maintenance will not be covered by the cost per operating hour engine Maintenance/Overhaul program.

In order to be considered qualified to furnish the required services, each offeror shall with their Company information package (See Attachment A) provide copies of FAA Repair Station Certificate, and copies of other applicable documents showing or demonstrating that the company and facilities to be used in performance of this type engine maintenance meet the requirements of the Federal Aviation Regulations for return to service of the items serviced. This includes a quality control system which conforms to Federal Aviation Regulations Part 145, Subpart B, Sections 145.45 and 145.59. In addition, each offeror (and each intended subcontractor) shall be properly certificated and provide copies of the certificates for one of the following categories:

- (1) Hold a valid FAA Repair Station Certificate issued under Part 145 of the Federal Aviation Regulations, with appropriate ratings for the work to be performed; or
- (2) Hold an operating certificate issued under Part 121 of the Federal Aviation Regulations; or
- (3) Vendor may be the manufacturer of the items to be serviced and capable of attaching to each item a maintenance record prepared in accordance with Part 43 of the Federal Aviation Regulations. Each offeror must meet the criteria specified in TI4100.24 Chap. III.17. This announcement is not a Screening Information Request (SIR) or a Request for Proposal (RFP) of any kind.

All interested parties are advised that the FAA will not pay for any information or any administrative costs incurred that are associated with any response received from industry in response to this Market Survey/Request for Information. Therefore, any costs associated with Market Survey/Request for Information submissions will be solely at the interested party's expense.

Aircraft Type	No. Aircraft	Tail Number	Engine Type	Number Of Engines	Number of Spares
Canadair 601	3	N85,86,87	CF-34-3A1	6	0
Canadair 604	1	N88	CF-34-3B	2	0
BAe 125 Hawker	3	N96, 97, 98	TFE732-5R-1H	6	0* two Rental
Gulfstream IV	1	N1	Rolls Royce TAY-6-11-8	2	0
				16 Total engines	

Response to this Market Survey:

Any information provided under this market survey is for informational purposes only and will not be released. Any proprietary information submitted will be protected if appropriately marked. No evaluation of vendors will occur and vendor participation in any informational session is not a promise of future business with the FAA. Responses may be used to develop a possible source list to be used when and if the requirement is issued as a solicitation. Also see Attachment B for a draft Statement of Work for this requirement for your review and comment. Under Appendix A to SOW is an Engine Status Report for all aircraft engines including spare engines.

All responses (one response per company) are to be provided on company letterhead and complete and return a copy of Attachment A (attached). No type font less than 12-point may be used. Responses must be received no later than 3:30 P.M, Central Time on July 11, 2008. Market survey responses received after the time and date specified will be determined to be late and may not be considered or evaluated.

The FAA prefers that all submittals, including attachments, be submitted electronically to the following email address: randall.bratcher@faa.gov . Please submit in a portable document format (pdf); however, Microsoft Word is acceptable. If you cannot respond electronically, please send to:

Federal Aviation Administration, Attn: Randy Bratcher, Contracting Officer, P.O. Box 25082 (ZIP-73125), 6500 S. MacArthur Boulevard, Oklahoma City, OK 73169 or Technical Point of contact Brent Foreman, at brent.d.foreman@faa.gov. or phone at (405) 954-7894.

***NOTE--any contract awarded for the requirements above will contain the AMS Clause **3.3.1-33 Central Contractor Registration** (April 2006) award cannot be made to a vendor that has not accomplished this registration. See paragraph (b) below:

****(d) If the offeror does not become registered in the CCR database in the time prescribed by the Contracting Officer, the Contracting Officer may proceed to award to the next otherwise successful registered offeror.*